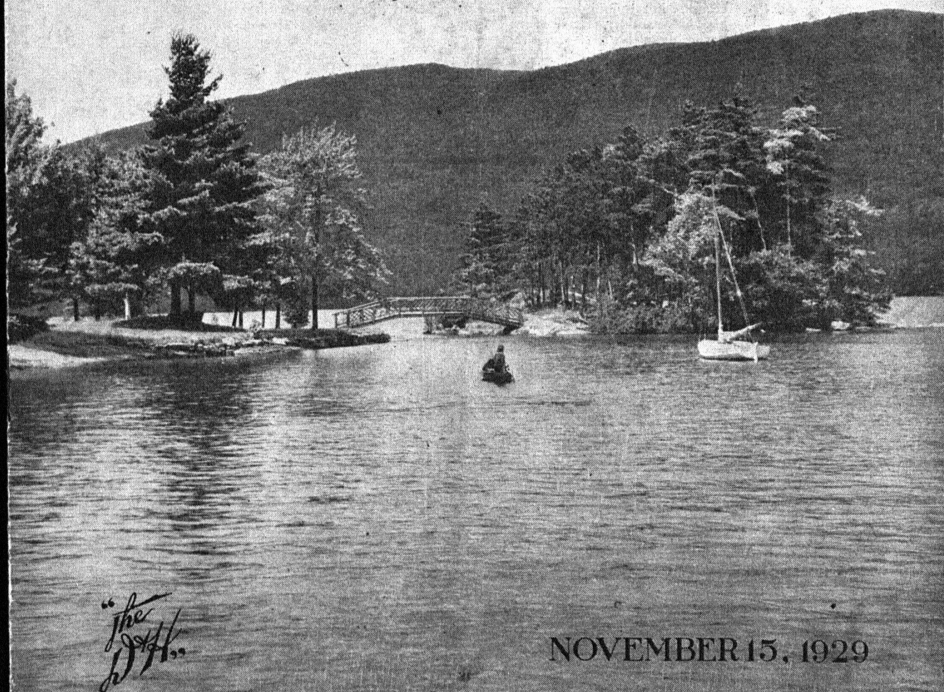


THE DELAWARE^{AND} HUDSON COMPANY BULLETIN



*The
D.H.*

NOVEMBER 15, 1929

ON LAKE GEORGE
NEAR HULETT'S

The First Presidential Thanksgiving Proclamation

2

By the President of the United States of America
A Proclamation



HEREAS: It is the duty of all Nations to acknowledge the Providence of Almighty God, to obey His Will, to be grateful for His Benefits, and humbly to implore His Protection and Favour; And where's both houses of Congress have, by their joint Committee, requested me "To recommend to the People of the United States, a day of Public Thanksgiving and Prayer, to be observed by acknowledging with grateful Hearts the many Signal Favours of Almighty God, especially by affording them an opportunity peaceably to establish a Form of Government for their Safety and Happiness."

Now, therefore, I do recommend and assign Thursday, the Twenty-Sixth Day of November next, to be devoted by the people of these States, to the service of that great and glorious Being, Who is the Beneficent Author of all the good that was, that is, that will be. That we may then all unite in rendering unto Him our sincere and humble thanks for His kind Care and Protection of the People of this Country previous to their becoming a Nation;—for the signal and manifold Mercies, and the favourable Interpositions of His Providence in the Course and Conclusion of the late war;—for the great Degree of Tranquillity, Union, and Plenty, which we have since enjoyed;—for the peaceable and rational Manner in which we have been enabled to establish Constitutions of Government for our Safety and Happiness, and particularly the national one now recently instituted;—for the civil and religious Liberty with which we are blessed, and the means we have of acquiring and diffusing useful knowledge;—and in general, for all the great and various Favours which he hath been pleased to confer on us.

And also, that we may then unite in most humbly offering our prayers and supplications to the great Lord and Ruler of Nations, and beseech Him to pardon our National and other Transgressions;—to enable us all, whether in public or private Stations, to perform our several and relative Duties properly and punctually;—to render our national Government a Blessing to all the people, by constantly being a government of wise, just and Constitutional Laws, directly and faithfully obeyed;—to protect and guide all Sovereigns and nations, (especially such as have shown kindness unto us) and to bless them with good Government, Peace and Concord;—to promote the knowledge and Practice of true Religion and Virtue, and the increase of Science among them and us;—and generally to grant unto all mankind such a Degree of temporal Prosperity as He Alone knows to be best.

Given under my hand at the City of New York, the third day of October, in the year of our Lord, One Thousand Seven Hundred and Eighty-Nine.

G. Washington

*"The
D.H."*

The
DELAWARE AND HUDSON COMPANY

*"The
D.H."*

BULLETIN

Vol. 9

Albany, N. Y., November 15, 1929

No. 22

Recalls Lincoln's Assassination

Charles B. Niles Vividly Recalls Service in Memory of Martyred President

IN CHARLES B. NILES, pensioned Train Baggage-man, formerly on Susquehanna Division trains Nos. 303 and 312, we find another man who, as a youth, could not resist the fascination of railroading. It seemed that no matter where he went or what occupation he chose, the speeding trains seemed to call him, and once he began to work on the road, he could never leave it.

Although MR. NILES was born in Elmira, N. Y., his parents moved to a small town near Plainfield, N. J., when he was so young that his earliest recollections are centered around the activities in and about Plainfield. His home was situated midway between the Central Railroad of New Jersey and Pennsylvania Railroad main tracks. Consequently, he saw much of the operation of the two lines and the men who worked on them.

His father was a shoemaker by trade although at that time he was more actively engaged in farming. Nowadays when a child needs shoes he or she is taken to a shoe store where a new pair is purchased without more than a passing thought. Then the shoemaker took the measurements of a child's foot and in a few days the shoes were made. While this was a profitable

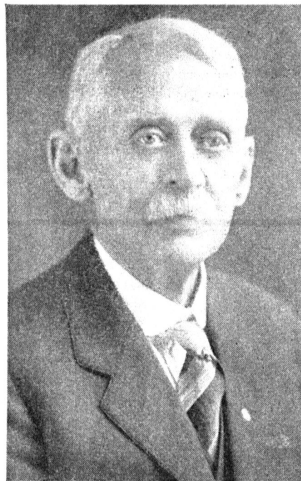
trade and one which CHARLES might well have followed, he could not find the interest in it that he found in railroading. Much of his time was spent watching the passing trains, trying to solve the many mysteries of their operation.

What made them go? How did they stop? What did all the signals mean? Such were the questions his mind tried to solve.

One of his uncles was a conductor on the Erie and later on the Lehigh Valley. From him CHARLES gleaned quite a knowledge of rail operation. By the time he was ten years of age his family had again returned to New York State, this time settling in the village of Hornellsville, near Painted Post. In that vicinity the "flood of sixty-five" rivals the fame of the "blizzard of eighty-eight" in the Capital District. In places the entire railroad was washed out and immense property damage was done along the right

of way and in surrounding villages.

His uncle frequently took him along on the trains and MR. NILES recalls having seen numerous temporary bridges, culverts, and sections of track which had been rebuilt. The number of "slow orders" was correspondingly high and the



CHARLES B. NILES

passenger train on which his uncle worked had a hard time making its schedule. Mr. NILES remembers particularly having seen a house which had been swept from the foundations by the rushing waters and deposited some distance away on its side. For a number of years it remained in that position as if to bear testimony to the tales of the natives concerning the severity of their famous flood.

That was the year of Lincoln's assassination and there was then a Federal prison in Elmira for Confederate soldiers. The young people in the town used to gather around the camp to hear the thrilling tales told by the soldiers of both sides in the war. On the day of Lincoln's funeral the soldiers and townsfolk held a service in his honor, with a long parade.

CHARLES' constant associations with his uncle probably would have resulted in his immediate employment by the railroad had not his brother decided to go west in search of gold. In those days the mere mention of the word "gold" was sufficient to start a discussion in any group of the latest discoveries of deposits in the west. By the time the tales reached the east they had been padded a bit by each person in the long line to repeat them until it seemed that to become rich quick one had but to go west and pick the gold from some stream.

In company with his brother, CHARLES, at the age of seventeen, set out for Colorado. At first they had no set destination in mind and before they finally reached Colorado they had visited Philadelphia, Omaha, Cheyenne, Denver, and countless intermediate points. For a time they worked for a mining company, but for the most part they prospected through the hills of Colorado. While their search met with some success, they returned east in 1877, making their homes in Binghamton.

Shortly after his return, Mr. NILES entered the employ of our company as a freight trucker on the transfer at Binghamton. At that time Fred Ronk was Transfer Foreman and Charles Wadsworth, Agent. The latter was in charge of the yard in addition to his duties as Agent. After working on the transfer for a short time, Mr. NILES became Night Yardmaster under Mr. Wadsworth. A man named Smith was Day Yardmaster and upon his death, Mr. NILES succeeded him.

About this time the Binghamton Yards were rebuilt and a general yardmaster appointed. The first man to hold that position was P. F. Shea, who was loved by every employe of the Susquehanna Division. Despite the handicap of the

loss of both arms, he could write, telegraph, and handle his work efficiently, unassisted. If a train order or message had to be sent quickly he sat down to the key and with a shoulder movement ticked out the message so rapidly that even experienced men had to hurry to keep up with him. Mr. Shea became Assistant Superintendent of the Susquehanna Division in later years and up until his death a few years ago, he was known to the entire division as "the grand old man."

When the position of general yardmaster was instituted and the yard force reorganized, Mr. NILES left the yard to enter the train service. For a time he worked in the yard at Binghamton, but even then he was not satisfied until he was able to bid in a road job. For a number of years preceding his retirement, Mr. NILES was Baggage-man on trains 303 and 312. When he first worked in the yard there was only one regular yard engine in service switching cars. The crew was composed of Owen McCarthy, Engineman; Andy Quilligan, Conductor; William Goodrich, Fireman, and several trainmen besides himself. At that time the train crews had to make up their own trains and they were therefore marked one hour before their time of departure to allow them to make up the train. While the change to standard gauge had been completed it was not uncommon to see a broad gauge car body on narrow trucks.

In summing up his railroad experience with our company Mr. NILES says, "The officials of the company were always good to me and I always found my work a pleasure. It is nice to know that now, when I can no longer work, that I will receive a pension check regularly and will not have to worry about anything. If I had had it to do over again I would have begun railroading sooner for I would have liked to complete fifty years on the railroad; as it was, I fell two years short of that mark. My personal opinion is that no man ever found more pleasure in his work than I found in railroading from the days of the link and pin to the present."

Rastus was looking for work, and the employer was asking him the usual questions.

"What's your name?"

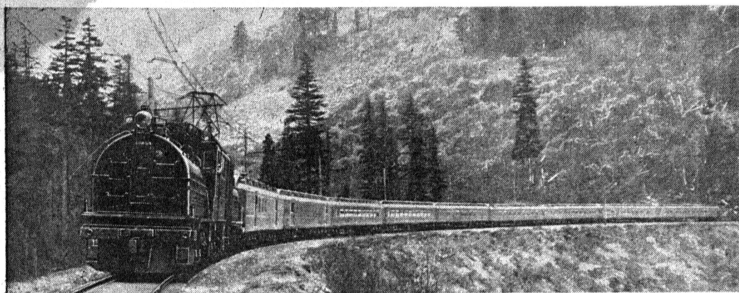
"Erastus Johnson, suh."

"How old are you?"

"Ah is twenty-nine years, suh."

"Are you married?"

"No suh. Dat scar on mah head is where a mule kicked me."—*The Reef.*



Passenger Train on the "Milwaukee"

Railroad Electrification

For Terminal and Heavy Grade Work, and Other Special Conditions, Electrical Operation Possesses Marked Advantages Over Steam

By GEORGE GIBBS, Consulting Engineer

THE electrification of steam railways in the United States began over 30 years ago in a small way, at a time when the art was in its infancy, and when there was no real data available from actual experience as to the reliability and economy of this form of traction. Its growth of application was slow but fairly regular until the world war introduced a period of stagnation in new enterprises. Post-war adjustments, and the return of railways to private ownership made it possible for the railway companies to proceed with major improvements, consequently numerous projects for electrification were proposed and several important ones put under way.

The mileage of electrified railways in the United States, while considerable, does not present a very impressive total compared with that of all railways. There are over 250,000 miles of steam railways in the country, having an aggregate of about 420,000 miles of track, and there are about 63,000 locomotives in use. Electrified railways in operation total about 1665 route miles and 3990 track miles, and use about 450 electrified locomotives and 1780 motor cars. New projects now authorized and under way will add about 230 route miles and 720 track miles.

The several reasons for adoption of electric traction by steam railways may be illustrated by following its step by step use on one of the great systems of the country, the Pennsylvania.

In the year 1902 that company determined upon building a great passenger terminal in the heart of New York. It contemplated an underground station and yard to be reached by sixteen miles of tunnels passing underneath two rivers. A form of motive power for the trains other than steam was essential to the project. Economy was not a factor; it was only necessary that it be adequate and reliable.

For extensions to cross-country lines the case was different; and as the advantages of electricity over steam might be important and had been at the time undetermined, the company undertook the electrification of its line from Camden to Atlantic City, N. J., a distance of 75 miles. This installation was completed in 1906 and may be regarded as an effort to determine the traffic-fostering possibilities, economy, and reliability of handling passenger services by electric motor-car trains.

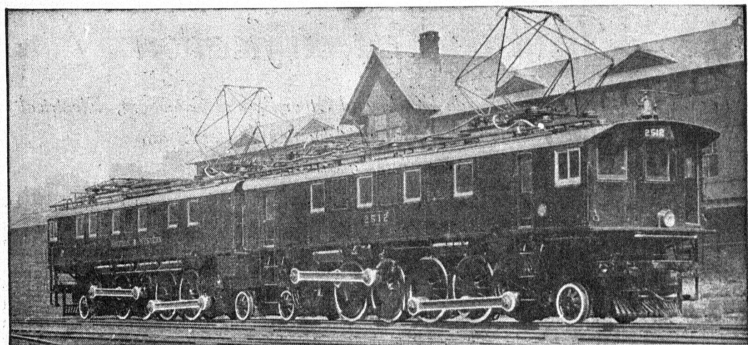
About the time that these two projects were in progress, a subsidiary road—the Long Island—was faced with the necessity of removing its

tracks from the surface of a street (Atlantic Avenue, Brooklyn). This was done by constructing tunnels and an elevated road. It was desired, also, to use the new Pennsylvania tunnels and terminals in New York City for certain of its suburban services. These various conditions necessitated the equipment of 90 route miles on various branches for electric operation to serve the two underground terminals within the city. This electrification was, also, one of necessity to conduct passenger services terminating within a great city and under physical conditions prohibiting the use of steam locomotives.

The next undertaking of the company was at Philadelphia and its purpose was an essentially different one. The Broad Street Station is a stub-end terminal serving all trains, through and suburban. The approach is by a long elevated via-

traction, these would, at least, amount to something and relief from former congestion would be secured, whereas a widening of the approach viaduct would not give any operating saving. This case illustrates the possibility of effectively employing electric traction to increase capacity under certain special conditions.

The next undertaking was the electrification of the New York Connecting Railroad, finished in 1927. This is a two and four track line, largely for freight service, but also for passenger trains into the Pennsylvania Station from the New York, New Haven & Hartford. The connection is over the Hell Gate Bridge and thence to the Pennsylvania tracks in Long Island City for passenger service. For freight, the line connects with the Long Island Railroad, passing around the congested districts of the city to a terminal at Bay

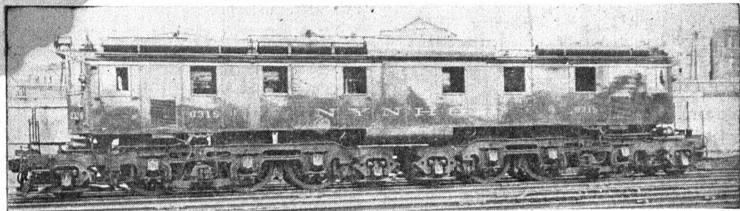


Norfolk and Western Freight Locomotive

duct restricted in width by important city streets on either side. With growth of business congestion and delays constantly occurred, largely on account of the great number of movements through the throat crossovers. A considerable number of these movements were "idle," i.e., empty suburban trains and their locomotives to and from the yard. It was imperative to do something for relief; the most practicable solution, adequate for a time, at least, was to electrify the suburban services in order to use motor-car trains into the terminal. The reduction of idle movements thus secured, it was figured, would be equivalent to a 24 to 30 per cent increase in station capacity, depending upon the number of lines electrified. Even if the project should not result in important direct-operating savings over steam

Ridge in the lower harbor, from which a ferry runs to a large yard of the P. R. R. on the New Jersey shore. The purpose of this electrification was to effect operating economies and save time in the dispatch of freight from New England points to the south and west by avoiding a change from steam to electric engines within the city and to increase train weights handled over the heavy bridge grade; to deliver local freight electrically to industrial plants within the city.

The latest and most far-reaching plan of the company involves full divisional main line electrification for all services on its four-track main line from New York to the South and West. It is by far the most extensive and costly project of the kind yet undertaken anywhere—in miles of



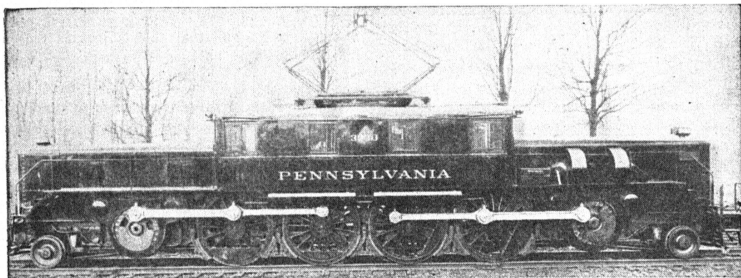
"New Haven" Passenger Power

track to be electrified, in volume and density of passenger and freight business handled and in size and amount of equipment required. It will be done in sections; the first, from Philadelphia to Wilmington is now complete; the second, from Trenton to Philadelphia, is under way; the other sections will follow immediately. The work is to be completed for through passenger trains hauled by electric locomotives at the time the new main passenger station at West Philadelphia is ready for service, and for operation of all suburban services by motor-car trains into a new underground terminal adjoining the present Broad Street Station. It will enable longer passenger trains and much heavier freight trains at higher speed to be operated. This means in important saving in time and a clearing up of existing congestion on the New York Division. By making at the same time improvements in freight terminals and yards, new and desirable operating methods will be possible. All of these changes will, it is figured, result in large direct and indirect economies, and will increase business, especially in perishable commodities, and will

thus bring additional revenue to the company. This important electrification project may, therefore, be said to be for economy, for relief of congestion, as a revenue producer, and for the handling of through passenger service into two underground terminal stations (New York and Philadelphia) without change of power en route. The results, economic and otherwise, of this great undertaking will be watched with keenest interest by the railway world.

These enterprises of the Pennsylvania illustrate the progressive steps taken to develop heavy electric traction for all kinds of traffic, and for the general reasons which have usually guided railways in taking up such enterprises. As further illustrating the capabilities of the new motive power, there should be mentioned the installations on the Norfolk & Western and the Virginian over the Alleghany mountain grades. These—especially the latter case—employ the heaviest train units operated anywhere in the world. The Norfolk & Western electrification has been in successful operation since the year 1915; the Virginian started electrical operation in 1925.

(Turn to page 347)



Pennsylvania, Paoli Branch, Locomotive

He'll Ride Again!

LAST night I read the Evening Times,
And sandwiched in between the crimes
The ancient jokes and easy rhymes

I found this bit of sorrow:

"The Prince of Wales, that prince of men,
Has fallen from his horse again."

And to this news was added then—

"He'll ride again tomorrow."

He'll ride again? Aye, that he will!
He'll ride with courage, strength and skill,
He'll ride again. My pulses thrill
To read his lesson plain.

When Lady Luck, or Fate—the churl—
Shall throw me down, I'll lightly twirl
My waxed mustache, and say, "Old Girl,
Tut, tut! I'll ride again."

Most any man can jog along
The road of life when nothing's wrong;
The test comes when you're thrown headlong,

And cannot beg or borrow.
But be ye Prince or renegade,
You still can say to fate, "Old Jade,
I may be down, but, unafraid,
I'll ride again, tomorrow."

—Anon.

The Railroad Lantern

ASQUAT, stoutly built excuse for a light
used for various purposes, from lighting a
cigarette to settling an argument, or
equalizing a supposed social distinction between
a boomer switchman and a hard boiled yard-
master.

An instrument of torture that has a penchant
for going out without provocation at the first
wink of a highball or a washout.

It will burn serenely in a stationary position
until your back is turned, when it immediately
will try to imitate Mt. Lassen in a violent state
of eruption.

With careful attention it will sometimes burn
all night on the twenty-first of June, and, should
it remain in a visible condition until midnight, it
is sure to adopt a different owner.

It is a crucial test of an engineer's eyes to re-
cognize the flirtations from the crummy of a forty-
nine-car train; and, when the brake is not sus-
picious of the presence of a genus hobo it is a
bobbing signal for that knight of the road to
vanish.

It is a patriotic thing, in that it comes in the
red, white and blue.

A red lantern is symbolic of something doing
and, when violently flourished by any one, has
the effect of causing some engineers to big-hole
the entire business and blindly jump straight out
into the dark.

A white lantern is a symbol indicating that you
are fairly safe and permitted to move casually
around with a movement appertaining to overtime.

A blue lantern symbolizes that a careless car-
toad is liable to be found asleep under a car, bliss-
fully indifferent to the fact that some engineers
are color blind.

Any kind of lantern in the hand of a student
brakeman is a signal for the engineer to concen-
trate on the familiar slogan—Safety First.

In spite of all this, when a railroad lantern is
proudly carried by a prune picking amateur, it
saturates him with a sense of importance second
to nothing.—*Santa Fe Magazine.*

Where Credit Is Due

ALL of us frequently hear men kicking be-
cause they are required to do tasks which
are not included in their regular duties,
tasks for which they think others are getting the
credit.

That is a mistake.

Don't be afraid of anyone taking credit that
belongs to you. In the first place they can't do
it for long, and in the second place unearned
credit is dangerous.

A man may win a promotion on the reputation
of doing things which he can't do, but he won't
hold the job very long. That is where you will
come in and get both the job and the credit.

Always remember that there is a law of com-
pensation which operates just as infallibly as
gravitation, and that victory goes at last where
it ought to go, and that this is just as true of
individuals as of nations.—*Bagology.*

It was little Willie's first ride in a railway
train, and the succession of wonders had reduced
him to a state of hysterical astonishment.

The train rounded a slight bend and, with a
shriek of its whistle, plunged into a tunnel.

There were gasps of surprise from the corner
where little Willie was kneeling.

Suddenly the train rushed into broad daylight
again, and a small voice was lifted in wonder.

"It's tomorrow!" gasped the small boy.—*Ex-
change.*

Track Work In Winter

Our Maintenance-of-Way Work Is Now Planned to Provide Continuous Employment for a Stabilized Force Throughout the Entire Year

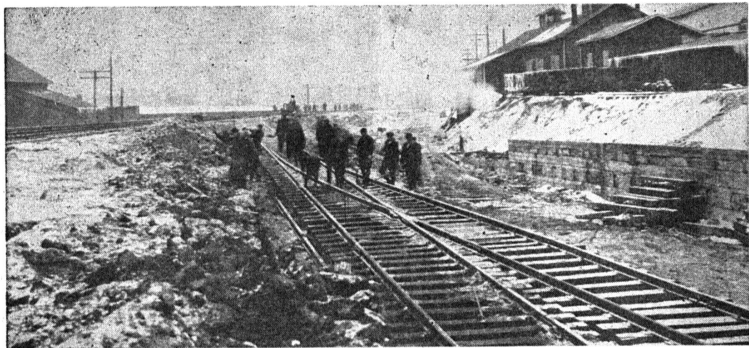
By H. S. CLARKE, Engineer, Maintenance of Way

(Continued from last issue)

OUR Foremen were changed from hourly rated men to a supervisory class receiving a monthly rate of pay covering all time worked, with two weeks' vacation each year, with pay and protection during illness. Today, on the Delaware and Hudson with Group Insurance covering all employees, the Foreman does not have the worries that he formerly had as to what was to become of his family during an illness, as, in addition to the insurance protection, the company sees to it that his family is properly taken

washouts, he is given a bonus on recommendations of the Roadmasters for exceptional service.

Assistant Foremen are on the same basis as the Foremen, receiving a monthly rate of pay under practically the same conditions. We create a great number of positions for Assistant Foremen and even on some of our smallest sections have Assistant Foremen. Young men with common school education are encouraged to enter the railroad service and likely looking trackmen are promoted to Assistant Foremen positions.



Green Ridge, Pa., February 3, 1928

care of and seldom does a Foreman lose a day's pay through illness.

He does not receive overtime for emergency work and his hours vary from eight hours to ten hours per day, the ten-hour day not to exceed three months in any one year. He is protected against working on Sundays and holidays on work that is not of an emergency nature and which could ordinarily be handled on another day; when he is required to do such work on holidays, he receives a bonus, and for extended periods of overtime work during heavy snow storms or

To provide opportunities for these men to secure experience in the various operations and in handling men, as the opportunity occurs, they are bunched in small gangs on special work, each man in the gang at different times being given the opportunity to handle the work under the general supervision of a Supervisor or experienced Foreman; thus we have experienced men to relieve the Foreman in his absence and to promote to Foremen as vacancies occur.

For the trackman, we have an entering rate which is increased four cents an hour at the end

of six months' service and from then on for five years, he receives an increase to his hourly rate each year. With the continuity of employment by distribution of the work over the entire year, this gives an incentive to stay on the job, discourages men leaving the service to secure work for a few months on road work or short construction jobs paying a high rate and then expecting to return to the railroad service at the end of such work. Men voluntarily leaving the service for such purposes lose the high rate they have earned and if engaged at all, start again at the entering rate.

Group meetings of Foremen are held from time to time by Roadmasters and Supervisors to discuss the work and for instructions in developing and teaching standard methods.

Classes for Foremen are also held by Supervisors covering certain specified Transportation Rules, Motor Car Rules, Safety-First Instructions, and First-Aid Work in which the Foremen are required to qualify.

Traveling Timekeepers are employed under the supervision of the Accounting Department to check up and instruct Foremen in the proper distribution of time and material used.

Roadmasters, Bridge and Building Masters, Supervisors, members of the Engineering Corps (and such Maintenance-of-Way Clerks as desire to) are required to study, in addition to Maintenance-of-Way work, all the Transportation Rules and to qualify in these rules before the Division Examiner.

To stimulate competition, several thousand dollars in prize money is distributed to the Foremen making the best showing during the year, the selection being made after the annual track inspection. In making these selections, the Foremen are penalized to a considerable extent for any excessive man hours over standard basis set for their sections, the result is that instead of the Roadmaster being continually asked by the Foreman for assistance from the extra gang, he now gets a protest from the Foreman if he suggests moving the extra gang on a section.

In reply to a questionnaire from the Editor of *Railway Engineering and Maintenance* this year relative to Stabilization of Labor from our experience, I was able to make the following reply:

Uniform Maintenance-of-Way forces are practical on our line throughout the year. We do, for several months in the summer, extend the working day from eight to nine and occasionally to ten hours a day for limited periods.

The only necessity for additional forces in summer and spring arises when the maintenance forces are required to undertake any large construction work.

There are numerous objections to reducing forces each autumn. Laying off men in the autumn means hiring men again in the spring—many with little or no experience; whereas, work to be efficiently handled requires skilled men familiar with the work.

Continuity of employment is essential to efficiency while labor turnover is destructive. The uniform distribution of work over the various months to best suit our climatic conditions results in decreased maintenance cost.

Permanency of employment increases the efficiency of the track forces.

All conditions considered, we are finding it considerably cheaper, to lay rail in winter and to do such other work as is possible in the late fall months and in winter; that is, considering the amount of work accomplished throughout the year as against the total man hours used.

Possibly, our winter force formerly employed was larger than carried on some roads, due to the amount of snow and ice necessary to be handled, but we have found that this same force, formerly called winter force, does not need to be increased to carry out our winter work as now laid out and in carrying out this winter work and getting it out of the way, we can carry on throughout the balance of the year with this same winter force by increasing the working hours from eight to nine hours for limited periods.

The more experience we have had with winter work, the better the results.

The maintenance work on the Delaware and Hudson Railroad for several years has been uniformly distributed over the various months to best meet our climatic conditions. Our yearly program of rail and track material etc., has been uniform and requisitions for track material and rail are placed months ahead assuring us of set delivery dates. While at first, we had some trouble getting the forces used to winter work, they now all so thoroughly realize the advantages and are planning their work so carefully ahead that each year shows a substantial improvement in the amount and class of work accomplished.

I believe and anticipate that all railroads will shortly realize the benefit in uniform forces and that there will be a decided trend towards working this problem out on each railroad to meet their special conditions because the labor saving

in maintenance that can thus be made is too great to be overlooked by any railroad.

I am not going into the details of the actual work of winter rail laying as you have had committees working on this problem and have covered the ground in a very excellent manner; however, I will say a little about the actual benefits secured by the Delaware and Hudson Company.

The number of trackmen on the Delaware and Hudson with less than six months' experience has decreased 65 per cent over those employed in 1926.

The labor turnover has been greatly decreased.

Our entire force before the winter work program was put in varied between 2,400 in the winter and 3,400 to 4,000 in spring and summer.

In 1928, total maximum force, disregarding two hundred men employed on a construction job laid off in February 1928, was 2,525 maximum and 2,465 minimum, a variation of sixty men.

In 1929, maximum force was 2,593 and minimum 2,457 including seventy men on construction work, a variation of one hundred and thirty-six men.

For the years 1927, 1928 and 1929, we have had a really uniform force although in 1927, during the fall months, our record was partly ruined, due to the Vermont flood, which destroyed a part of our line and required several hundred extra men to reconstruct; such emergencies will occur from time to time and cannot be foreseen or avoided.

While great credit is due to our Division Engineers, Roadmasters and Supervisors for the splendid manner in which they have handled this matter and made it a success, the plan could not have been at all possible had it not been for the foresight and progressiveness of our President and Management in providing the opportunity, backing and patience necessary to the development of stabilization of maintenance forces.

Cohen ordered a slice of chocolate cake in a lunch stand, but sent it back, canceling the order, and ordered a piece of apple pie instead. He ate it, got up and was about to leave when the waiter accosted him:

"Say, you haven't paid for that pie yet."

"Vot?" replied Cohen indignantly. "Didn't I give you the chawclate cake for it?"

"But you didn't pay for that, either."

"And vy should I? Did I eat it?"

Wife (during quarrel): "After all, I've given you the best seven years of my life."

Hubby: "Holy smoke, are those your best?"

Railroad Electrification

(Continued from page 343)

The reasons for both of these undertakings were the expected superior economy of electric traction for long freight train operation over heavy grades, the possibility of increased running speeds, and the consequent elimination of congestion at critical points on the lines. In these cases the roads were obliged to obtain in some way increased capacity at certain points which constituted "bottle-necks" in the divisional operation. Electrification obviated the necessity of undertaking track additions in a country where this would be unusually expensive, so that the estimated cost of the otherwise essential doubletracking might be considered as a credit against the cost of electrification. Under such circumstances the direct savings from electric haulage, for the volume of business conducted, have more than carried the additional fixed charges and made the electrifications directly profitable.

There is one other special field in which electric haulage has been found efficient and economical, and that is in freight yards for shunting and classification purposes. In such work electric locomotives are greatly superior to steam shifters in ease of control and prompt starting characteristics—a matter of importance in making short runs and numerous cuts; they are, also, very economical, because they waste no fuel when not in motion. Electric shifting has been most largely employed up to date by the New Haven in one of its terminal yards. A profitable future field for yard operation by electricity will doubtless be found on many railways.

It is evident from the sketch above given that electric haulage has been tried out for every condition met with on steam railways; it has been demonstrated by years of trial that the present development and perfection of apparatus from the power house down to the propelling wheels of the train will produce reliable and useful results from an operating standpoint; it is an efficient tool for railway use in effecting economies; and is often a "business getter."

(To be continued.)

A father took his little boy, Billy, to the park, and there the youngster saw a stork among other interesting exhibits. The boy seemed to be greatly interested in the stork, and looked at him as long as he could. Then, turning to his father, he said, disappointedly:

"Gee, Daddy, he never recognized me!"—*Children.*

The Delaware and Hudson Company BULLETIN

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Heroism In Railroadng

THERE is as much romance in railroadng today as there was in the days of the empire builders. There are few small boys who do not cherish an ambition to become either an engineer or a brakeman. The bravery of railroad men has been extolled in song and story. Heroism is not forgotten on the railroads.

Brave deeds are performed daily, some of them unnoticed, or modestly disclaimed. For outstanding feats of gallantry, however, rewards are given, and the railroad worker of today has as much reason to be proud of his calling as ever.

In 1905, Congress passed an act authorizing the President to award medals of honor to persons who perform "feats of bravery in connection with the saving of life on the railroads." This act made it one of the duties of the Interstate Commerce Commission to consider recommendations for the award of medals, decide what acts of bravery merited Government recognition, and to inform the President of their investigations. The President himself was given final authority over the awards.

Since then the Commission has decorated 30 persons. The 31st medal was bestowed recently upon Olney D. Ball, of Globe, Arizona, for saving the life of a small boy who had chosen a railroad track as a pleasant place to operate his tricycle.

Ball, standing on the caboose platform of a rapidly backing train, saw the child on the track. He swung to the ground when the train was six feet from the child, depending upon his momentum to carry him forward, snatched the child in his arms and jumped clear of the tracks.

The first medal ever awarded was for a somewhat similar feat.

George H. Powell, a fireman, saved a two-year-old boy from death by going out on the pilot of his locomotive and snatching the child just as the train reached him. Powell broke both arms, and one of his feet was so badly injured that amputation was necessary. But the child was uninjured.

Extra Copies Wanted

FROM time to time we receive requests for back numbers of *The Bulletin*. As the result of supplying copies as requested, our reserve of certain issues has been entirely exhausted. In order that we may replenish our files all readers who may have extra copies of the issues listed below, may cooperate with us if they wish to so that we may be in a position to fill future requests. Your assistance in this matter will be greatly appreciated.

Chief Clerks and others in similar capacities will, we feel sure, be glad to assist in forwarding such *Bulletins*, together with any extra copies in their files, to the Supervisor of Publications, Room 905, D. & H. Building, Albany, N. Y.

The issues requested are:

January	1	1922, '27, '28, '29
January	15	1922, '25, '28, '29
February	1	1922, '25, '27, '28, '29
February	15	1922, '23, '25, '28, '29
March	1	1922, '23, '28, '29
March	15	1922, '25, '26, '28
April	1	1923, '25, '28, '29
April	15	1923, '25, '27, '28, '29
May	1	1923, '24, '28, '29
May	15	1928
June	1	1925, '28, '29
June	15	1924, '25, '26, '28, '29
July	1	1922, '25, '28
July	15	1923, '24, '25, '28
August	1	1923, '26, '28
August	15	1923, '25, '28
September	1	1924, '25, '26, '28
September	15	1923, '24, '25, '28
October	1	1925, '28
October	15	1921, '24, '25, '28, '29
November	1	1921, '24, '25, '26, '28
November	15	1921, '23, '24, '25, '26, '28
December	1	1921, '24, '25, '28
December	15	1921, '23, '24, '26, '28

A brilliant diamond didn't get that way without much painstaking polishing.

Our New "Short Line"

*Marine Railway Built at Shelburne Harbor, Vt., to Facilitate Repairs to
Lake Champlain Steamers*

ON Thursday, October 24th, the Delaware and Hudson Company added to its lines a railway which, although operating as a complete unit and making connections with no other rail line is but 600 feet long! Although the tonnage handled on this new railway is considerable at times, the grade is such that the "gross ton miles per train hour" factor is relatively low, as the engine is of only 150 horse-power, but that doesn't worry those who operate it one bit!

The Shelburne Harbor Marine Railway of The Champlain Transportation Company was constructed for the purpose of hauling the Lake Champlain steamers out of the lake to permit necessary inspection and repair work which cannot be done under water.

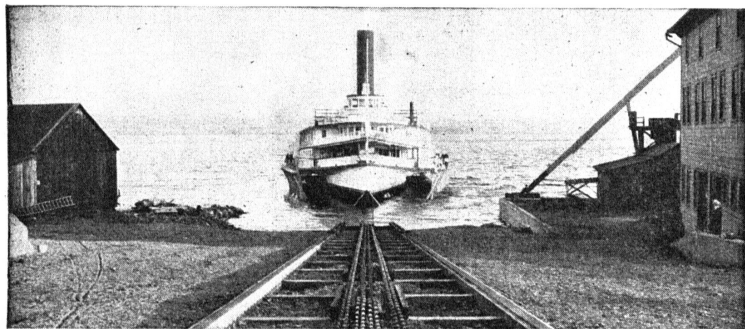
In the early days of the company's history the boats were smaller and lighter so that it was comparatively easy to draw them out by the use of capstans, huge pulley blocks and the exertion of much horse-and man-power. With the increased size and weight of the more modern steamers the difficulty of handling them has increased until it meant a matter of weeks to draw out the steamer *Vermont*, flagship of the fleet, by the old method. This operation cost some \$3,000 and required seven two-horse teams and from

twenty to thirty-five men. They used seven sets of pulley blocks and several thousand feet of manila rope and other equipment.

The new railway which supersedes the "brute-strength" system consists of two parallel steel tracks resting on a concrete foundation for 275 feet inland from the water's edge and upon piling extending out from the shore beneath the surface for a distance of some 300 feet. This track rises quite sharply from the lake, the inclination being seven-eighths of an inch per foot. At the head of the incline is located a house containing the 150 horsepower steam engine, connected by speed reduction gearing to the shaft which drives the huge, endless hauling chains.

The "rolling-stock" of the railway consists of a cradle or platform of steel and wood which rests on a series of rollers running on the rails of the runway. This cradle is raised by chains in much the same manner as the cars were pulled up the inclined planes of the old Gravity Railroad.

When a ship is to "come ashore" she is run, under her own power, into a position over the cradle, which has been lowered to the extreme outer end of the track. The cradle is then drawn up until the ship rests on the row of keel-blocks



Steamer "Vermont" in Cradle

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which are fixed along the center-line of the platform. The bilge blocks are then drawn in by a special arrangement until they are in position to prevent the boat from tipping sideways.

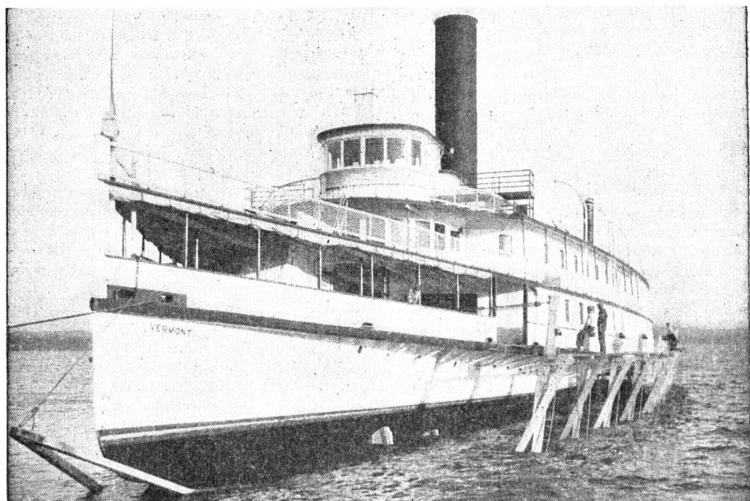
From this point on it is only a matter of letting the railway do the work and in some thirty or forty minutes the vessel is high and dry.

The demonstration on October 24th, which was witnessed by a number of officials of both The Delaware and Hudson Company and The Champlain Transportation Company, as well as several hundred invited guests, was the acceptance test. The steamer *Vermont* was successfully raised and

lowered although only at half speed because of the newness of the apparatus.

As the cradle bearing the steamer emerged from the water on its first trip up the railway MISS ESTHER RUSHLOW, daughter of CAPTAIN JOHN RUSHLOW, Marine Superintendent at Shelburne Harbor, broke a bottle of spring water over its "bow" thus christening it in the approved manner.

While intended primarily for the use of The Lake Champlain steamers the facilities will probably be available to all shipping traversing the lake in the event that emergency repairs are required.



Steamer "Vermont" Being Hauled Out

From Here and There

The American people consume more than 60,000,000 bunches of bananas a year. Honduras, Costa Rica, Guatamela and Nicaragua supply about two-thirds of the bananas used in the United States.

Safety education is largely responsible for a 47 per cent reduction in casualties among railway employes since 1913.

Every time a man uses his mind he strengthens it. Every time a man uses courage he makes it greater.—CABOT.

Last year the railroads spent \$1,400,000,000 for materials and supplies and \$722,000,000 for new equipment, additions to facilities and improvements. This combined outlay is equivalent to \$76 for every family in the United States.

Clicks from the Rails

More Speed!

Fred Place, senior vice president of the Buda Company, tells a very interesting story about an experience his father had in the early days of railroading. It happened that there had been a number of derailments on the division owing to excessive speed and his father, who was superintendent, went out to a country station one night to check up personally. He hadn't been there long when a freight train came down the hill at 60 miles an hour.

"Find out who that engineer is," said the superintendent.

The operator asked the dispatcher and finally imparted the information that it was the superintendent's oldest son, August.

Shortly afterwards another freight zoomed by at high speed, and the big boss asked the same question.

"That's your son James," replied the operator.

"Well," commented the old man after a pause, "all I have to say is that Jim will have to go like h—, if he wants to catch up with Augie."—*Railway Age*.

He Knew Railroading

During the late war, Lieutenant F—, in charge of operations of an American railroad yard somewhere in France, had occasion to investigate the wrecking of a car, which occurred during yard operations. Investigation developed that the accident occurred because of a flying switch.

The next morning the lieutenant placed the following on the bulletin board:

"All flying switches will be removed from the yard at once and placed in the scrap-heap back of the roundhouse."

Longest Suspension Line

Claimed to be the longest suspension railway in the world, the Nebelhorn cable railway in the Bavarian Alps, is nearing completion. It will be more than three miles long, ascending to the Nebelhorn Mountain, 7,500 feet above sea level. The longest span between two supporting pillars is over a half mile long, or 3,200 feet.

"Lightning" Crossing Signals

The "lightning flash" highway crossing signal, made by Dominion International Equipments, Ltd., Ottawa, Canada, has been installed in Niagara Falls, Ont., at a number of crossings of the Michigan Central—25 signals in all; and to celebrate the completion of the installation the city recently held a "safety day" with public ceremonies, including a banquet, largely attended. Addresses were made by Hon. T. C. Norris, member of the board of railway commissioners for Canada, Hon. George S. Henry, minister of highways for Ontario, and others.

The "lightning flash" signal has been in use for some time at a crossing near Hull, Quebec. The light, the shape of the conventional flash of lightning and about four feet long, is produced by neon tubes.

An Unpopular Name

The name of Adams may be a revered one in American history, but to clerks and others on the New York Central, it is just a plain pain in the neck. The reason is that there are five stations named Adams on the New York Central system. There is one each in Illinois, Indiana, Massachusetts, Michigan, and New York.

An Unusual Record

Three brothers in the employ of the Great Western (England) work at the same station in the same capacity, and in the same signal-box. They are T. G. S. J., and D. J. A. Oakhill, who are all signalmen at Cattybrook Box, Pilling, near Bristol. They take successive turns on duty throughout the 24 hours of the day.—*Evening News*, London

Practising Safety on "The Reading"



"Say, why do you have that iron gate there?"
"To keep passengers from getting on the train before it comes in!"

It Takes a Heap o' Livin'



IT takes a heap o' livin' in a house to
make it home,

A heap o' sun and shadder, and you
sometimes have to roam,

Before you really 'preciate the things you've
left behind

And hunger fer 'em somehow, with 'em
always on your mind.

It don't make any difference how rich you
get to be—

How much your chairs and tables cost —
how great your luxury;

It isn't home though it may be the palace
of a king,

Until somehow your soul is sorta wrapped
'round everything."

—Edgar Guest.